

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number ~~PG:74B-48~~

Address: 116415 Old Central Avenue
Crain Highway, SE south of Central Avenue, Prince George's County - in the vicinity of
Upper Marlboro

Owner: Dimeglio, Julian

Tax Parcel Number: 59 Tax Map Number: 70

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district? X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The one-story commercial structure is constructed of concrete or stone blocks with a front gable and flat roof. The gable is designed with wood shingles and the roof is constructed with asphalt shingles. The structure is currently vacant and has been boarded up.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. The population of Prince George's County increased from 60,000 to 90,000 inhabitants between 1930 and 1940. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of northern Prince George's County. Crain Highway was widened in 1950 to handle the increase in traffic.

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended Criteria: ___ A ___ B <u>X</u> C ___ D	Eligibility not recommended Consideration: ___ A ___ B ___ C ___ D ___ E <u>X</u> F ___ G ___ None
<hr/>	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>10/26/99</u> Date
<hr/> Reviewer, NR Program	<hr/> Date

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The c.1945 structure is not eligible for the National Register. While it is typical of the roadside commercial development found along Crain Highway, the resource lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

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AK

LEUNG

6201/98 1.70 A.

P 22

WALTER L GREEN

3632/669

1.10 A.

P 24

34A

P

AVENUE

P.72

P.140

DOLLY D DAVIS
6888/332
56.70 A.
P73

26316

BONAVENTURE DRIVE

PLAT TWO

12

13

14

15

16

17

18

4

PG: 74B-5
1285
Old Mitchell Road

Carroll Chapel
Amber Meadows Park
Our Lady Queen of Angels Ch
Kidwells Corner
Collington Branch
Collington
Mt. Oak
Mt. Queen Anne
Mt. King

KOLBES CORNER 2.3 MI

PG: 748-32
116
Crain
Hwy. (PG)

(UPPER MARLBORO)
5661 IV SE

Mapped by the Army Map Service
Revised by the United States Geological Survey

Control by USGS and NOS/NOAA

Planimetry by photogrammetric methods from aerial photographs taken 1943. Topography by planetable surveys 1944. Revised 1957

noir Grain Hays
(P67)





~~Grain Highway~~ PG: 74B-48

Grain Highway, SW

PRINCE GEORGE'S COUNTY, MD

TRACERIES

JULY 1999

MD SHPO

VIEW LOOKING WEST

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